

PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the Brown County Planning, Development & Transportation Committee was held on Monday, June 24, 2019 at the Duck Creek Center – Public Works Department, 2198 Glendale Avenue, Green Bay, WI

Present: Chair Bernie Erickson, Supervisor Tran, Supervisor Deslauriers, Supervisor Dantine, Supervisor Kaster
Also Present: Supervisor Borchardt, Airport Director Marty Piette, Public Works Director Paul Fontecchio, Facility Manager Jon Morehouse, Engineer Dough Marsh and other interested parties

I. Call Meeting to Order.

The meeting was called to order by Chair Bernie Erickson at 6:35 pm.

II. Approve/Modify Agenda.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

III. Approve/Modify Minutes of June 3, 2019.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

IV. Discussion re: Future meeting locations.

Supervisor Tran asked why this was held for a month and Kaster said it was because not everyone was at the last meeting.

Motion made by Supervisor Deslauriers, seconded by Supervisor Tran that regular meetings be held at the Northern Building as the regular course of action. No vote taken.

Chair Erickson noted this motion overrides the motion that was just made at Land Con and he is not a lawyer and does not know how this works. Deslauriers said there was the option to reconsider the vote made in Land Con and that is why he brought this up in that meeting and why he made the motion he just made. Erickson suggested this be reconsidered by the full Board at the next meeting, but Deslauriers said the motion has been made and seconded and he asked the Chair to call a vote. Erickson asked for a motion by substitution to hold this until after County Board. Deslauriers said he would be agreeable to that as long as the meetings from here forward are held at the Northern Building until a decision is made by the County Board, otherwise, he would ask that a vote be taken on his motion. Deslauriers continued that the Northern Building is least impactful and equally painful for everyone to attend and is centrally located. Erickson said it does not matter to him where meetings are held and noted that coming out to Duck Creek is further for him than to go to the Northern Building, but he feels it is a nicer location. Kaster's preference is to meet at the Northern Building, but he still would like to be able to hold meetings at different locations for things like tours. He also recalled discussing in the past that meetings would be held at the STEM Center and noted that in the past PD & T never met at the Northern Building. Supervisor Tran suggested the Committee travel to different locations throughout all of the districts to make it fair for everyone. Supervisor Dantine said he liked the Land Con motion to continue holding meetings at Duck Creek until October and then go to the STEM Center. Tran said the concern is for travelling out to Duck Creek during the winter and Kaster agreed. At this time, Deslauriers modified his motion as follows:

Motion made by Supervisor Deslauriers, seconded by Supervisor Tran to hold regular normal future meetings at Duck Creek Center for the months of April, May, June, July, August and September and then hold regular meetings

at the Northern Building for the months of October November, December, January, February and March. Vote taken. **MOTION CARRIED UNANIMOUSLY**

The Committee was all agreeable to holding special meetings for things like tours at different locations.

Comments from the Public.

-Duane Oudenhoven, 460 County Line Road, De Pere, WI

Oudenhoven informed the noise from the rumble strips that were installed in front of his residence a week and a half ago is unbearable. He has lived in his house for 25 years, and one persons' decision to install these rumble strips has ruined his home and quality of life and they are getting about an hour less sleep each night. He said there were other options looked at, but they refused to go with it. The noise makes it almost impossible to sit on the patio behind his house. The noise varies in how frequently it comes; sometimes it is 10 seconds apart, sometimes 5 minutes apart and sometimes 20 minutes apart; it varies. Oudenhoven continued that what they were asking for all along was what Fontecchio presented to this Committee back in July, 2018. Part of the information that came forward at that meeting indicated, "Transverse rumble strips should be considered on approached intersections where there is a demonstrated safety problem and adequate trial of other warning devices has failed to reduce crash frequency". Further, "For Brown County where homes are 100 feet or less from location of rumble strips, other measures should be examined due to noise levels. There are many cases where nothing can be done to mitigate noise levels when homes are closer than 100 feet, but as a guideline, where there are homes within 100 feet of potential rumble strips, other measures will be more seriously considered". Oudenhoven feels this did not seem to matter when the decision to put the rumble strips in was made. Even the SRF report outlined some of the low cost, high impact things that could be done. He concluded by inviting all Committee members to come out to his home to experience the noise that he experiences from the rumble strips. It is unbearable how the noise travels up the driveway and through the house.

-Jeff Ambrosius, 151 Orlando Drive, De Pere, WI

Ambrosius is about 800 feet from the intersection. He used to come home after a long day and sit in his backyard to unwind, but basically all he hears now is the sound of rumble strips to the point of not even wanting to sit in the yard. He basically sits in the house and pulls down the windows. He does not understand why other things could not have been tried before the rumble were put in. It seems like other options were not even considered; the decision to put in the rumble strips was just made with blinders on. He thinks this still could be fixed. He said the reason he lives in the country is to hear the birds and stuff like that, but now he can only hear that between the buzzing. He also invited Committee members to come and listen at his house and noted that he can hear the rumble strips for cars travelling in both directions. His wife works in the yard a lot and says the rumble strip noise drives her crazy. He noted that cars crossing the rumble strips are going 55 mph. Ambrosius feels if the Committee came out to listen to the noise, they would have a different opinion.

Consent Agenda

1. Harbor Commission (April 8, 2019).
2. Planning Commission Board of Directors (May 1, 2019).
3. Transportation Coordinating Committee (March 11, 2019).
4. Airport - Budget Status Financial Report for May 2019 – Unaudited.
5. Extension Brown County - Budget Status Financial Reports for May 2019 - Unaudited.
6. Extension Brown County Director's Report.
7. Planning Commission, Property Listing, Zoning – Budget Status Financial Reports for April & May 2019 – Unaudited. (Land Information – No agenda items)
8. Register of Deeds - Budget Status Financial Report for May 2019 – Unaudited.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to suspend the rules and take Items 1 – 8 together. Vote taken. MOTION CARRIED UNANIMOUSLY

Motion made by Supervisor Kaster, seconded by Supervisor Deslauriers to receive and place on file Items 1 - 8. Vote taken. MOTION CARRIED UNANIMOUSLY

Communications

9. Communication from Supervisors – None.

At this time Deslauriers questioned why his communication with Supervisor Van Dyck was not on the agenda. Erickson said it was a mistaken omission and noted that he had left a message for Deslauriers to call him. Deslauriers responded that he was working all day and noted that he e-mailed Erickson last week about this. He continued that the communication was held from last month and should have been on this month's agenda. Erickson said he heard from Deslauriers and then Tran on Saturday and then acted as fast as he could. He said a special meeting could be scheduled for later this week, which Deslauriers said would not be necessary; he was agreeable to having it put on the next month's agenda and what he wanted to know is why it was not on this agenda. Erickson said his understanding is that this no longer applies to County property and Deslauriers responded that that is what needs to be discussed and the communication needs to be on the agenda so a vote can taken. Erickson said it can go on the next agenda, but he will have to do some double checking if there is anything to discuss. Deslauriers said the communication should be able to be discussed, even if it is dismissed at the next meeting.

Tran questioned why her communication was not on the agenda either. Erickson responded that her item is listed at Item 16, however Tran recalled that her communication was for more than just LED; it was for an overall energy audit including insulation and other things. She was agreeable to start with the lighting at the time she put the communication in, with the understanding it would then move forward to insulation and other things so the communication should remain on the agenda as a standing item. She understands that Item 16 refers to the lighting and she is okay with that, but that was only the start. Erickson said everything we do, we do to the most efficient way. Tran realizes that, but reiterated that the communication should still be on the agenda as it related to more than just the lighting. She intends the audit to be a continuing process. Erickson recalled that it was discussed that this was a budget item. Tran said that depends on what the Director comes up with. Deslauriers said the issue is that the communication was not received and placed on file so the appropriate thing would be for the communication to be on the agenda again so it can either be voted on and received and placed on file or go in another direction. Erickson said all Tran has to do is ask for it to be on to which Deslauriers said that is what she is doing. Tran said the communication has been pending since April and when she talked to Erickson earlier this morning she acknowledged that the lighting is on the agenda, however, there are more things to be done other than the lighting and she would like the communication put back on the agenda so other things besides the lighting can be looked at.

Motion made by Supervisor Deslauriers, seconded by Supervisor Tran that the communication of Supervisors Tran and Borchardt be included on the next PD&T agenda. Vote taken. MOTION CARRIED UNANIMOUSLY

Airport

10. Director's Report.

Airport Director Marty Piette provided updates on several projects at the Airport.

a. Construction Projects.

i. Exit Lane Breach Control (ELBC).

Piette said in more layman's terms, this is the exit lane technology. He explained after coming out of the airport you go through screening in the exit lane. Current technology only detects infrared and not motion, and they are looking to upgrade the system to also detect motion. This is basically an anti-pass back or anti-flow alarm to make sure nobody can enter from the public side to the sterile side of the terminal. The project is grant funded and is getting closer to being started. Bids have been received and were lower than anticipated. Piette expects the project to start in January, but he will keep the Committee updated.

ii. East Ramp Expansion to the West.

Piette recalled last year general aviation ramp construction happened between Jet Air and Green Bay Packaging. This year the ramp is going the other way, to the west of Jet Air, so between Jet Air and the customs building. He noted that during large events such as Packer home games and EAA they do run out of parking. The new ramp expansion will help accommodate the aircraft that comes in for special events. This project is scheduled to start July 1 and should be done sometime in November.

iii. Fuel Farm Roads.

This project is on the public side of the airfield and is a state grant project. The fuel farm is where Jet Air and Executive Air access all their fuel. The road has deteriorated and it is time to rebuild it. This project is out for bids and Piette expects the project to be started this summer.

Piette also talked about the Pulling for a Cure Event that was held earlier this month and hosted by Delta and the American Cancer Society. About \$40,000 has been raised from the event so far. They will start planning soon for next year's event.

Piette also talked about an event that will be held on June 27 and put on by a group called Ageless Aviation that has a Steerman aircraft, one of the old bi-plane open cockpit planes used in WWII to train fighter pilots. The aircraft is called The Spirit of Wisconsin and will be at Jet Air and there will be a small ceremony at 9:00 am. There are 12 pre-selected veterans who will get a short ride on this aircraft.

Passenger traffic at the airport is looking good and Piette recalled that 2018 was a record year in terms of passenger traffic and they continue to build on that growth this year. To date 2019 has seen an increase of 4.5% over last year and May of this year was up over 14.5% over May, 2018. Part of this is attributed to Frontier starting in May. Delta was up 18.9% last month, American was up 4% and charters were up quite a bit as well. Piette expects these trends to continue as we move into the summer months.

Kaster asked if ticket prices go down as air traffic increases. Piette said there are a number of factors airlines look at when setting ticket prices, but typically, the more flights there are the lower the fares are.

Tran asked about the flights to Denver. Piette said that flight is doing well. He had a conversation with Frontier a few weeks ago and was advised that June was booking where they would expect it to book and July and August is exceeding expectations which is unprecedented for a city that just received new Frontier service.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

Public Works

11. Budget Adjustment Request (19-051): Reallocation between two or more departments, regardless of amount.

This budget adjustment is to use a portion of the 2019 contingency funding to obtain an estimate for the potential courthouse security project per the PD&T Committee action taken on June 3, 2019. The fiscal impact is \$10,000.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

- 12. An Ordinance to Amend Schedule A of Section 340.0003 of Chapter 340 of the Brown County Code of Ordinances CTH KB – Village of Denmark.**

Public Works Director Paul Fontecchio said this is the section between I-43 and R where a roundabout is currently being built. They went through the process of getting a speed study, but it is not likely anyone would get to 35 anyway. Because there is a roundabout right in the middle of this, 25 mph is the appropriate speed and the Village of Denmark also supports the 25 mph speed limit. Fontecchio likes to put up the new speed when the road is opened because people become accustomed to it better that way.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

- 13. Resolution Authorizing County Truck Highway Jurisdictional Revisions on County Highway EA (S. Huron Road), In the Village of Bellevue, Brown County.**

Fontecchio explained jurisdictional transfers are necessary when one governing agency either deletes or adds a section of road from their authority. This resolution would add this section of Highway EA to the County highway system. This section of road was a Village of Bellevue Street for the section being constructed right now and this resolution would have this go from a Village Street to a County highway. In order for this transfer to occur, both Brown County and the Village will need to pass a resolution and from there, it goes to the DOT who has the final say. Fontecchio said he has not seen the DOT not approve a transfer when both entities are in favor of it, however, they do have the final say.

This resolution relates to the section from Willow to Highway 29 that is currently being constructed and the details of the transfer are outlined in the resolution.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

- 14. Resolution Authorizing County Trunk Highway Jurisdictional Revisions on County Highway U (N. County Line Road), In the Village of Hobart, Brown County.**

Fontecchio referenced the map in the agenda packet which shows the portion of road this relates to which is the portion south of Highway 29 from VV to Highway 29. This section will become a local street after the interchange is complete. This would not take effect until after the interchange is complete. This section of U will become a local road. Because this is a border road, Fontecchio has met with Outagamie County, Town of Oneida and Village of Hobart and all of these entities will be passing a resolution similar to what is before this Committee tonight. The Village of Hobart agreed to take over the maintenance of this section of roadway and the Town of Oneida was in agreement.

The next Resolution, Item 15, is for the portion of road north of Highway 29.

Deslauriers asked why Pittsfield would want to have these roads as their own to maintain and plow. Fontecchio explained when the interchange is built, it stops well before Glendale Avenue. Marley Road is a Village of Hobart and Town of Pittsfield Road that is asphalt and only 22 feet wide and not a great road to connect to an interchange. The County applied for STP money jointly with Pittsfield and Howard to extend VV over the interchange and all the way up to C, similar to what was done on FF. When it connects to the interchange, the right designation for that road is a county highway; it will be wider and stronger which will be more appropriate for trucks. As part of the County applying for this and being willing to participate with the municipalities in

improving the road all the way up to C, Pittsfield was okay taking on U because at that point U was basically orphaned and did not connect to anything or go anywhere.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

15. Resolution Authorizing County Truck Highway Jurisdictional Revisions on County Highway U, In the Town of Pittsfield, Brown County.

This resolution relates to the section of road north of Highway 29. See further discussion at Item 14 above.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

16. Facility LED Light Upgrade - Project Update.

Fontecchio presented on this Item along with Engineer Doug Marsh and Facility Manager Jon Morehouse. Morehouse referred to the information in the agenda packet and said in addressing this they talked about various components including methodology, procedure, work plan and schedule and each of these components are explained further in the agenda materials.

Buildings were grouped together in terms of their similarities in operations and requirements for lighting and these groups are as follows:

- Work Release Center, Jail and Communication Center
- Law Enforcement Center, Northern Building and Sophie Beaumont
- Sheriff's Office and Public Works Offices and Shops
- CTC, Shelter Care, Courthouse and Museum

Morehouse continued by outlining the information contained in the LED Light Upgrade – Project Update in the agenda packet.

Marsh talked about the spreadsheet contained in the agenda packet. He informed they have done spreadsheets building by building and for tonight's discussion, the Northern Building is being used as an example. The existing light fixtures in the building are shown in blue while the LED lamp or lightbulb upgrades are shown below that in black, see attachment. The Northern Building has almost 800 fixtures and there are about 2,145 lamps. The spreadsheet also outlines the number of watts per lamp, the hours of building operations and the number of business days per year for the building. With this data, a calculation was made as to the existing fixture wattage as well as the total watt hours per year to estimate the existing lighting energy costs per building. For the Northern Building, the estimated existing lighting energy costs, minus the estimated LED lighting energy costs gives the savings per year which for the Northern Building is \$5,246.

Marsh continued that they also estimated the initial replacement cost for materials and labor and the number of light fixtures to be upgraded and there were some assumptions made as to the number of fixtures that could be upgraded per hour and the dollar amount per hour for labor as well as the cost per lamp for the new LED lamps. Additionally, they estimated an average annual ongoing maintenance savings for lamp and ballast replacement using the last three years for prior data. In the Northern Building, over the last three years, an average of 27 hours was spent in the building changing lamps and ballasts, however, by comparison, for the Jail, the average is 445 hours per year.

For LED lamp replacement upgrades, the Northern Building has a simple payback period of 6.2 years as shown on the spreadsheet. To determine the simple payback, the initial costs were divided by the annual energy cost savings and for clarity, this does not include the Focus on Energy financial incentive which would shorten the

payback period somewhat. The incentive per lamp from Focus varies and updated information on this will be gathered at the appropriate time.

Marsh continued that the preliminary numbers show the building by building totals for the annual KWH savings, the dollar savings, the percentage of savings, the initial cost for the upgrades and finally the years for payback. These totals provide a quick comparison of the buildings for the estimated annual cost savings, initial costs and simple payback. The summary also shows the overall total savings for KWH, the energy costs and initial costs for all buildings included in the current study.

As Morehouse explained earlier, to assist with bidding as well as project management, the buildings were grouped in terms of similar use and/or operation hours. Additionally, they are looking at similar analysis for replacing the existing light fixtures themselves, not just the lamps, with new LED light fixtures. Marsh said this approach would have additional energy savings over just replacing the lamps, but there would also have substantially higher initial costs and a longer payback period.

Fontecchio said the buildings on the preliminary conversion summary are the buildings that Public Works are responsible for, so this is the easy set of buildings. The idea is to have one bid package with five parts. This would allow for as many bidders as possible, even some of the smaller bidders, which will give the most competition. As explained, there is a pretty logical grouping of buildings. The idea is that this summer staff will verify the quantities and what is on the bigger spreadsheets to ensure accuracy and then bring final verified numbers and bid documents back to the Committee in September along with a budget adjustment for the upfront initial cash. The motion Fontecchio and staff would like to see is that this be brought back to the September PD & T meeting with final numbers. From there it can be bid out and the budget adjustment can be approved to keep this moving forward if that is the wish of the Board.

Kaster asked if LED has evolved far enough; he does not want to do this to make ourselves feel good if the light is goofy. Morehouse explained there is a kelvin rating for lighting which goes from 3,000 – 5,000 and the brighter and whiter light gets, the more annoying it is versus the warmer light. Typically in an office situation the lighting is 3,800 – 4,200 kelvin. The cars with the blue lights have a kelvin rating of 5,000. Marsh added that the LED technology has matured over the years and has a much better understood performance history.

Morehouse continued that a 400 watt bulb which is typically what is in a gymnasium has now dropped from 400 to about 205 – 215 watts. As technology has evolved, those are down to about 130 watts and may be under 120 watts in the next few years. He noted, however, that those savings have now plateaued and some of the major players in LED production are selling off their production lines because there is not enough money to make it anymore because the technology has plateaued off. We are at a point where a year ago we would not have been able to save as much money as we can save today because the technology has gotten that much better. He brought the latest and greatest lights with him to show the Committee and noted the right bulbs need to be used in the right places.

Kaster recalled that when LED lights first came out, they were supposed to last a long time, but they did not. Marsh said the industry has worked hard improving the design and technology. The weak link historically has been the driver and he noted the LED is rated for 100,000 hours while the driver is only rated for 60,000. It is important to pick good products with good warranties and Marsh said the market is pretty dynamic in terms of a lot of well established companies but there are also new companies coming in all the time. You want someone who is big enough and has been around long enough and is established well enough to deal with any catastrophic problems that come along with an upgrade.

Fontecchio said staff will be replacing a few different fixtures in conference rooms on the 5th floor of the Northern Building so staff can be exposed to them ahead of time and then give some feedback. One conference room will have fluorescent lamps replaced with LED lamps only and in another room they will be replacing with LED fixtures with a flat panel.

Dantinne questioned if we are at the end of the LED technology and something new is on the horizon. Marsh said he is not aware of any emerging technology that will replace LED in the next 10 – 15 years so we would certainly get our money's worth. Morehouse added that they have talked to suppliers and manufacturers throughout the project who said the same thing. Dantinne suggested that this be bid out in the late fall and Fontecchio said the plan would be to bid this out in October or November and then have the bids approved in November.

With regard to the LEDs, Erickson said in his experience the lifetime stated on the packages of the LED bulbs is longer than the lights actually last. Morehouse said the current industry standard is going to a 7 year parts and labor warranty. If a fixture is going to go, typically it happen in the first six months.

Motion made by Supervisor Tran, seconded by Supervisor Kaster to bring back to the September PD & T meeting with final numbers. Vote taken. MOTION CARRIED UNANIMOUSLY

17. Summary of Operations Report.

Motion made by Supervisor Tran, seconded by Supervisor Dantinne to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

18. Director's Report.

Fontecchio updated the Committee on a few projects, one being the pond which is coming along and progress is being made. The project should be finished in the second or third week of July.

With regard to the courthouse dome, the project is complete with the exception of some small cleanup work. Fontecchio also talked about CTH PP and said he is hoping to have the binder coat on before the Fourth of July. The roundabout at EA has been paved and all densities have been met. County W from the county line up to Kings Road looks really nice and his guys did a good job. They put in chevrons around the curve as well as the centerline and shoulder rumbles around the curve. It looks and feels a lot safer and is a vast improvement. He also said XX is done and turned out very nice, especially considering what it looked like in March when it was under water. Fontecchio also talked about the bridge over Plum Creek and said work is scheduled to begin July 15 and the County received state and federal money for. This is just south of Wrightstown on D. Work will also begin on HS in August and Fontecchio noted both of those projects went through the DOT system so the County does not have a lot of say on the schedule. With regard to staffing, Fontecchio said the only position that remains open is the Senior Civil Engineer position. The market is so tight right now and maybe in the fall they will change the table or organization to get an entry level engineer.

Kaster asked for an explanation of the Sturgeon Bay Bridge work referenced on the 12 hour report. Fontecchio explained that some counties are good at things that counties are not. Not every county is set up for every task and there are times when county crews go to different counties to do work that the state pays for. In this case, Brown County crews went to Door County to work on the fencing for the bridge.

Deslauriers agreed with Fontecchio in that County W is a vast improvement and he thanked Fontecchio for that. Fontecchio responded that they are trying to improve curves audibly and visually. He talked about the safety edge they are putting on county highways now which is making roads safer. Deslauriers also asked why rumble strip installation is not shown on the Director's Report of work done. Fontecchio said as discussed over the last year, putting in a safety feature is just part of doing business. Deslauriers said due to the scale of discussion on this in the past he would have expected to see it on the list.

Deslauriers continued that the Minnesota consultant report was sold to PD & T as a very independent study and he asked Fontecchio what that means as far as their independence and autonomy in creating that report that was used to partially justify rumble strips. Fontecchio said what he is referring to is that they did not have the day to day knowledge of where the accidents are like we do here from the news. This was purely a data driven

analysis and that is where the independence came in. There are a lot of great consultant firms in Green Bay and the Fox Valley but they have historical knowledge in their minds as to where accidents occur because they see it on the news, hear it from a neighbor, etc. Being as far out as Minnesota is, those consultants do not have that kind of knowledge so this was purely a data driven exercise for them. Deslauriers said he intends to get through his questions very respectfully, but in his open records request, it was clear there was little, if any, independence in the creation of that report. Public Works had their hand in virtually every aspect of it and the independence of that report was critical to getting objective third party opinions on counter measures installed in Brown County. What was clear in the open records is the absolute, every step of the way County direction to SRF Consulting and Deslauriers feels that really impacted the quality of the data we got. The easiest example is the draft cover page and list of low cost counter measures including LED lit stop signs, but that did not appear after the Public Works direction to remove it, anywhere in the report; not as a consideration or a failed consideration and Deslauriers feels that really impacted the objectivity and value of the report to the County.

Fontecchio looked to Chair Erickson for clarity as to how much time to spend on this because we have talked about this for almost a year now and he has submitted numerous reports. He has answered everything while Deslauriers has done a lot of mischaracterization, misinformation and character assassination of him.

Deslauriers said he is bringing this up now because after the decision was made, he was concerned about the process that led to the decision of the Highway Commissioner to install the rumble strips wildly outside of best practices and as part of the investigation he submitted an open records request that provided clarity to him about the decision making of the Highway Commissioner. Deslauriers said he is asking these questions as he feels it is a value to PD & T because of what they were told of the report and how it impacted his constituents and Dave Landwehr's constituents by the placement of rumble strips. He is asking this now because this is new information that he has not had a chance to address in the past and the only way he can ask for changed behavior is by talking respectfully about it. Deslauriers acknowledged his questions may be difficult but he is trying to ask them respectfully because he would like to have answers. If certain things he is asking are deemed by Fontecchio to be mischaracterizations or character assassinations, he wants to know. Deslauriers' opinion of what he got back in opens records needs to be discussed. The questions he is asking tonight have not been addressed in the past because he never asked them.

Fontecchio asked Deslauriers if he received a letter from Corporation Counsel addressing these issues and Deslauriers responded that he got a letter addressing a few of them and parts of the letter were inaccurate. Fontecchio pointed out that he and Deslauriers could disagree. Erickson said what Deslauriers is doing is creating an agenda item off of a report but there is nothing on the report and we cannot keep going on and on about this. Fontecchio said he has been telling this Committee for 11 months that his intent was to put rumble strips at those two intersections and he has tried to be respectful of the County Board and County Executive through the whole process and that is why it took so long. If he had it his way, Fontecchio would have put the rumble strips in in July of last year. Maybe there would not have been further injury accidents at EE and U where people blew through stop signs and were taken away by ambulance. If you were to look at the sum totality of the hours spent talking about this at PD & T and the Board meetings and look at the reports and minutes, Fontecchio does not have much more to add. We have talked about all this to death.

Deslauriers said the open records brought to light issues that were not addressed in any way in the last year. He can put in a communication to have this discussion next month, but he feels an honest open discussion is fair. He is flexible and cannot undue the rumble strips, but he can talk about the process that led to the rumble strips. He can put in a communication and make this much bigger than this conversation here.

Erickson said he met with the State regarding who determines what in a County several years ago. In a County that has an Executive and a Highway Commissioner, the Highway Commissioner has the authority. Deslauriers said he is not arguing the efficacy of rumble strips. Where he is at is after looking into how the decision was made over the last year, and he did not expect what he got in open records, but now that he has that information, he would like to discuss it, but he reiterated he can do that with a communication. He has tried to be respectful and he sent a communication to Executive Streckenbach and discussed this with him behind closed

doors out of respect for the process. He has tried to do everything in responsible quiet fashion that he could while still getting a result that is fair. He is not talking about rumble strips anymore; he is talking about the process that led to the decision.

Kaster said this is not on the agenda and he is not comfortable talking about this for that reason. Deslauriers said he will put in a communication at the next County Board meeting. Erickson reiterated that the way this County is set up, the Highway Commissioner has the decision making policy and realistically, Fontecchio never had to bring this forward at all, but Fontecchio does have the sole authority and the backing of the administrative authority.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Port & Resource Recovery – No agenda items.

Other

19. Acknowledging the bills.

**Motion made by Supervisor Dantine, seconded by Supervisor Tran to acknowledge the bills. Vote taken.
MOTION CARRIED UNANIMOUSLY**

20. Such other matters as authorized by law. None.

21. Adjourn.

**Motion made by Supervisor Kaster, seconded by Supervisor Dantine to adjourn at 8:27 pm. Vote taken.
MOTION CARRIED UNANIMOUSLY**

Respectfully submitted,

Therese Giannunzio
Administrative Specialist

Northern Building

Preliminary

Fixture Type	Upgrade	# of Fixtures	# of Lamps per Fixture	# of Lamps	Watt/Lamp	Fixture Wattage	Hours of Operation	Total Watt Hours per Day	Business Days	Total Watt Hours	KWH	2018 \$ per KWH	Lighting Energy Cost
Example	2' F32T8	3	2	6	32	89	12	3,204	251	604,204	604	\$ 0.09	\$ 64.34
Existing Fixtures													
Singl/18 Fluorescent/28 OW/2 Lamp		16	2	32	28	49	10	7,840	251	1,967,840	1968	\$ 0.0934	\$ 183.80
Singl/18 Fluorescent/28 OW/2 Lamp		72	2	144	28	49	10	35,280	251	8,855,280	8855	\$ 0.0934	\$ 827.08
Singl/18 Fluorescent/28 OW/3 Lamp		4	3	12	28	72	10	2,880	251	722,880	723	\$ 0.0934	\$ 67.52
Troffer/18 Fluorescent/17 OW/3 Lamp		95	3	285	17	48.1	10	45,695	251	11,469,445	11,469	\$ 0.0934	\$ 1,071.25
Troffer/18 Fluorescent/17 OW/3 Lamp		47	3	141	17	48.1	10	32,607	251	5,674,357	5,674	\$ 0.0934	\$ 529.98
Troffer/18 Fluorescent/17 OW/3 Lamp		12	3	36	17	48.1	10	5,772	251	1,448,772	1,449	\$ 0.0934	\$ 135.32
Troffer/18 Fluorescent/17 OW/3 Lamp		13	3	39	17	48.1	10	6,253	251	1,569,503	1,570	\$ 0.0934	\$ 148.59
Troffer/18 Fluorescent/17 OW/3 Lamp		16	3	48	17	48.1	10	7,696	251	1,931,056	1,932	\$ 0.0934	\$ 180.42
Troffer/18 Fluorescent/28 OW/3 Lamp		9	3	27	28	72	10	6,480	251	1,626,480	1,628	\$ 0.0934	\$ 151.91
Troffer/18 Fluorescent/28 OW/2 Lamp		17	2	34	28	49	10	8,330	251	2,090,830	2,091	\$ 0.0934	\$ 195.28
Troffer/18 Fluorescent/28 OW/2 Lamp		162	3	486	28	72	10	116,640	251	29,276,640	29,277	\$ 0.0934	\$ 2,734.44
Troffer/18 Fluorescent/28 OW/3 Lamp		247	3	741	28	72	10	177,840	251	44,637,840	44,638	\$ 0.0934	\$ 4,169.17
Troffer/18 Fluorescent/28 OW/4 Lamp		1	4	4	28	98	10	980	251	245,980	246	\$ 0.0934	\$ 22.97
Wrap/18 Fluorescent/28 OW/2 Lamp		28	2	56	28	49	10	13,720	251	3,443,720	3,444	\$ 0.0934	\$ 321.64
Wrap/18 Fluorescent/28 OW/2 Lamp		16	2	32	28	49	10	7,840	251	1,967,840	1,968	\$ 0.0934	\$ 183.80
Wrap/18 Fluorescent/28 OW/2 Lamp		10	2	20	28	49	10	4,900	251	1,229,900	1,230	\$ 0.0934	\$ 114.87
Wrap/18 Fluorescent/28 OW/2 Lamp		4	2	8	28	49	10	1,960	251	491,960	492	\$ 0.0934	\$ 45.95
		769		2,145				472,713		Sub-Total	118,661		\$ 11,082.00
New LEDs													
LED Lamps		16	2	32	12.5	25	10	4,000	251	1,004,000	1,004	\$ 0.0934	\$ 93.77
LED Lamps		72	2	144	12.5	25	10	18,000	251	4,518,000	4,518	\$ 0.0934	\$ 421.98
LED Lamps		4	3	12	12.5	37.5	10	1,500	251	376,500	377	\$ 0.0934	\$ 35.17
LED Lamps		95	3	285	9	27	10	25,650	251	6,438,150	6,438	\$ 0.0934	\$ 601.32
LED Lamps		47	3	141	9	27	10	12,690	251	3,185,190	3,185	\$ 0.0934	\$ 297.50
LED Lamps		12	3	36	9	27	10	3,240	251	813,240	813	\$ 0.0934	\$ 75.96
LED Lamps		13	3	39	9	27	10	3,510	251	881,010	881	\$ 0.0934	\$ 82.29
LED Lamps		16	3	48	9	27	10	4,320	251	1,084,320	1,084	\$ 0.0934	\$ 101.28
LED Lamps		9	3	27	12.5	37.5	10	3,375	251	847,125	847	\$ 0.0934	\$ 79.12
LED Lamps		17	2	34	12.5	25	10	4,250	251	1,066,750	1,067	\$ 0.0934	\$ 99.63
LED Lamps		162	3	486	12.5	37.5	10	60,750	251	15,248,250	15,248	\$ 0.0934	\$ 1,424.19
LED Lamps		247	3	741	12.5	37.5	10	92,625	251	23,248,875	23,249	\$ 0.0934	\$ 2,171.44
LED Lamps		1	4	4	12.5	50	10	500	251	125,500	126	\$ 0.0934	\$ 11.72
LED Lamps		26	2	56	12.5	25	10	7,000	251	1,757,000	1,757	\$ 0.0934	\$ 164.10
LED Lamps		16	2	32	12.5	25	10	4,000	251	1,004,000	1,004	\$ 0.0934	\$ 93.77
LED Lamps		10	2	20	12.5	25	10	2,500	251	627,500	628	\$ 0.0934	\$ 58.61
LED Lamps		4	2	8	12.5	25	10	1,000	251	251,000	251	\$ 0.0934	\$ 23.44
		769		2,145						Sub-Total	67,476		\$ 6,335.30
										Annual Energy Cost Savings	58,178		\$ 5,426.70
										KWH		percent	

LED Equivalent	LED	F32 T8 Lamps	F34 T12 U-Tube	31W
15w	14w	1 F32T8 w/ electronic ballast = 32W	1-F34 =	
30w	28w	2 F32T8 w/ electronic ballast = 59W	2-F34 =	
45w	42w	3 F32T8 w/ electronic ballast = 89W	3-F34 =	
60w		4 F32T8 w/ electronic ballast = 110W		
LED Equivalent	LED	F28 T8 Lamps	F17 T8 Lamps	18W
12.5w	9w	1 F28T8 w/ electronic ballast = 21W	1-F17 =	
25w	16w	2 F28T8 w/ electronic ballast = 43W	2-F17 =	
37.5w	27w	3 F28T8 w/ electronic ballast = 65W	3-F17 =	
50w	36w	4 F28T8 w/ electronic ballast = 84W	4-F17 =	
		Fluorescent vs. LED Lamp Wattage	Incandescent vs. LED Lamp Wattage	
17w	9w	17w	80w	
28w	12.5w	28w	75w	
32w	15w	32w	11w	
40w	18w	40w	100w	
			150w	
			27w	

Initial Cost \$32,386
 Ongoing Maint. Savings \$ 50,000-75,000 hours
 Life Expectancy 6.2 years
 Pay Back Period

Hours	254	33 hrs/fixture x # of fixtures
Cost	\$15,226	hrs x \$60
	\$17,160	\$8 x # of lamps
	\$32,386	Material & Labor

Preliminary

6/12/19

Facility Buildings - LED Conversion Summary

Building	Bldg Group	Annual KWH Savings	Annual Dollar Savings	Percent Savings	Initial Cost	Years for Payback
Work Release Center	1	215,001	\$ 18,859	54 %	\$36,355	1.9
Jail-Comm Ctr	1	835,987	\$ 58,603	65 %	\$118,597	2.0
Law Enforcement Center	2	32,516	\$ 2,887	48 %	\$14,820	5.1
Northern Bldg	2	56,175	\$ 5,247	53 %	\$32,386	6.2
Sophie Beaumont	2	51,525	\$ 4,302	49 %	\$25,195	2.9
Sheriff's Office	3	69,791	\$ 5,227	48 %	\$18,811	3.6
PW Office-Shops	3	122,773	\$ 12,903	63 %	\$20,847	1.6
CTC	4	109,548	\$ 8,764	62 %	\$23,017	2.6
Shelter Care	4	22,787	\$ 2,529	59 %	\$2,963	1.17
Courthouse	5	94,733	\$ 8,659	58 %	\$28,465	3.3
Museum	5	Needed	Needed		Needed	
Total Savings		1,610,835	\$ 127,980	56 %	\$321,457	3.0
				<i>Average Percent Savings</i>		<i>Average Payback Period</i>